

July 21, 2019

To: Jared Littmann, Chair, Public Works Maintenance Facility Task Force

Good afternoon, Jared,

Here are the concerns of the Bay Ridge Community Association, the Eastport Civic Association, and the Annapolis Neck Peninsula Federation.

In addition to your task force, we are participating in the County's Vision 2040 General Development Plan small area planning. The plan asks to correct issues not resolved since 2003, when it was issued. Our concerns are at attachments 1 and 2.

We will also be involved in the Eastport and Forest Drive Communitise and Governmental Agencies Task Force through the Eastport Community Association.

Traffic as it relates to the Annapolis Neck Peninsula is the major issue that concerns us in Vision 2040 and both task forces, so traffic impact studies and proposals will be very important to review. Forest Drive is failing in many intersections. Kiddie Academy and Royal Farms have applied for exceptions. LIDL and other businesses are moving forward. Bay Village is nearly complete and will add at least 88 units for seniors and more for dementia care. Your task force will examine suggestions that may increase traffic.

Let us know how we can help you going forward.

I know that Lily and Anastasia Hopkinson agree with what I have provided  
I'm sure they can add to this if they desire

Here's wishing you a positive, productive outcome

Best regards,



John W Van de Kamp  
Board member, Bay Ridge Civic Association  
Member, Eastport Civic Association

cc: Lily Openshaw; Anastasia Hopkinson

A. Attachment 1: BRCA and ANPF provided this to County Planning and Zoning, Phil Hager's office, Cindy Carrier. Phil will transition to another planning job in the county end July. Stephen Kaii-Ziegler is the new County Planner and is currently in La Plata as Director of Charles County Department of Planning and Growth Management.

B. "Help Forest Drive Survive" Is BRCA's approved policy paper on resolving Forest Drive's issues. We have discussed it with Chris Trumbauer and with County Executive Pittman and provided them with a copy.

## **Attachment 1**

### **Annapolis Neck Small Area Plan Outstanding Key issues and concerns**

- 1) Inter-jurisdictional issues and lack of effective communication prevent cohesive, complementary decisions:**
  - a) "From a regional land use perspective, the result of more of the recent annexations is that there are now isolated County lands on many of the peninsulas south of the City border, including those bordered by Church, Crab, Aberdeen, and Harness Creeks. Some properties located in the County, such as the Harness Woods subdivision and other properties adjoining Quiet Waters Park, are now almost completely surrounded by City property. This fragmentation of local jurisdictions causes some government functions such as land use planning and the provision of public services to become more complex and often less efficient." *(p.28, 2003 Annapolis Neck Small Area Plan)*
  - b) "Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties." *(p.24, 2003 Annapolis Neck Small Area Plan)*
- 2) City annexation and development without concurrent infrastructure improvement results in failed traffic intersections and extreme traffic delays due to shut downs of limited peninsula ingress/egress routes for hours:**
  - a) "From a regional land use perspective, the result of more of the recent annexations is that there are now isolated County lands on many of the peninsulas south of the City border, including those bordered by Church, Crab, Aberdeen, and Harness Creeks. Some properties located in the County, such as the Harness Woods subdivision and other properties adjoining Quiet Waters Park, are now almost completely surrounded by City property. This fragmentation of local jurisdictions causes some government functions such as land use planning and the provision of public services to become more complex and often less efficient." *(p.28, 2003 Annapolis Neck Small Area Plan)*
  - b) "Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties." *(p.24, 2003 Annapolis Neck Small Area Plan)*
- 3) Transportation issues of congestion and lack of transit alternatives are not addressed:**
  - a) "The transportation system serving Annapolis Neck is important for not only residents and employees of the area but tourists as well. Multiple government and private entities are involved in providing and operating necessary transportation resources in the planning area. To realize the vision of convenient, cost effective and integrated transportation options requires cooperation and coordination among these entities." *(p.28, 2003 Annapolis Neck Small Area Plan)*



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- b) "Complete the State feasibility study for locating a regional multi-modal transportation center and coordinate location of the center with the State and City of Annapolis so that transportation facilities in the Greater Annapolis area effectively support residents, visitors, businesses, and government and enable through traffic without excessive congestion." (p. 26, 2003 Annapolis Neck Small Area Plan)
- c) "Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums." (p.26, 2003 Annapolis Neck Small Area Plan)

#### **4. Natural and Historic Resources preservation amidst development:**

- a) "The natural resources and amenities of the Annapolis Neck Peninsula should be regarded as a system or renewable and non-renewable resources not to be exhausted or critically reduced, but to be managed and, when appropriate, preserved such that decisions regarding land use and other activities pertaining thereto are made with the goal of maintaining a sustainable yield." (p. 25, 2003 Annapolis Neck Small Area Plan)
- b) "Identify and inventory natural resources on the Annapolis Neck to serve as a baseline for the implementation of land use decisions and policies on the peninsula including preservation, restoration, mitigation banking, and acquisition." (p.24, 2003 Annapolis Neck Small Area Plan)
- c) "Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties." (p.24, 2003 Annapolis Neck Small Area Plan)

## **Attachment 1**

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#### **1) Inter-jurisdictional issues and lack of effective communication prevent cohesive, complementary decisions:**

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# HELP FOREST DRIVE SURVIVE!

**"TRAFFIC CONGESTION AND LONG COMMUTES DESTROY THE QUALITY OF LIFE FOR FAMILIES  
IN THE COUNTY MORE THAN ANYTHING ELSE."**

COUNTY EXECUTIVE STUART PITTMAN,  
MAY 2019

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## FOREST DRIVE CORRIDOR TODAY

- **Highest accident rate in Anne Arundel County** (*per county traffic consultant, May 2019*)
- **Five (5) failed traffic intersections** (*per ITE Stds, city traffic consultant, May 2018*)
- **Plans underway for major urbanization of the Forest Drive Corridor** to Edgewood Road through new form-based zoning codes of Urban Village, Urban (town) center (*final Draft, Eastport/Forest Drive Sector Study, August 2018*)
- **Major developments are now in the city & county planning pipelines that will completely gridlock the peninsula** (*Village at Provident Point, Royal Farm store complex, Kiddie Academy, Lidl grocery store, Bay Village Senior Apartments*)

## CONCERNS

- **Annapolis is not planning for or implementing any significant improvements to the transportation infrastructure along the Forest Drive corridor for the next 20 years** (*Annapolis 2020 CIP*)
- **Anne Arundel County is not planning for or implementing any significant improvements to the transportation infrastructure along the Forest Drive corridor for the next 20 years** (*Anne Arundel County 2020 CIP*)

## HOW DID WE GET HERE?

- **Annapolis does not have responsibility for Forest Drive, Bay Ridge Avenue, or parts of Spa road, but they do have jurisdiction over the bordering properties on both sides of Forest Drive.**
- **Annapolis does not have a robust adequate public facilities code** that requires assurance that "the road facilities in the impact area of the proposed development will operate at or above the minimum of "D" Level of Service (LOS) after including the traffic generated by the development". (County APF Code 17-5-401) But they have permitted continued development in the area.
- **Major developments in other parts of Anne Arundel County have diverted the attention and resources needed to mitigate the traffic problems on Forest Drive, even though the failing intersections have been shown on county planning maps since 2005.**

## NEXT STEPS:

- **Create a city/county advocacy group** to focus on zoning, the management of growth, and the insurance of adequate public facilities concurrent with growth.
- **Raise awareness of the urgency of the transportation problems that need to be addressed now**
- **Establish a multi-jurisdictional, multi-agency authority to sync land use and mobility** (*County Transportation Committee chair, May 2019*)
- **Lobby Annapolis to pass a robust adequate public facilities code** that requires transportation infrastructure and programs to be in place to accommodate reasonable, planned growth. (*like County APF Code 17-5-401*)



**BRCA POSITION ON CURRENT TRAFFIC PROBLEMS IN AND  
FUTURE DEVELOPMENT OF THE ANNAPOLIS NECK PENINSULA**

The transportation network in the Annapolis Neck Peninsula is overly stressed and poised to dive deeper into crisis for those who rely on Forest Drive for access, services, and emergency support.

Anne Arundel County and the City of Annapolis are now finalizing critical planning documents that will provide the basis of future developments along the Forest Drive corridor and for transit improvements for the next 20 years.

> The City document (the Forest Drive/Eastport Sector Study), when approved, permits the city to adopt new zoning regulations that will encourage greater and more urbanized development in the Annapolis Neck Peninsula without providing any meaningful transportation network improvements.

> The County document (Major Intersections/Important Facilities Study) does not include infrastructure improvements to roadways in the Peninsula. Yet the City is proposing development for the Peninsula that will greatly increase traffic as they urbanize the entire sector and rezone the Giant shopping mall into an "Urban Center" like Park Place or the Annapolis Town Center with 5 to 7 story buildings and limited roadway setbacks.

This proposed development is important to Bay Ridge and the Bay Ridge Civic Association representing all our residents. Bay Ridge is part of the 30,000 County residents who rely on the roadway system for their livelihoods and daily routines.

Bay Ridge residents have only one way in and one way out! We are concerned about the traffic congestion that exists on the Peninsula and have experienced extreme traffic delays due to accidents that shut down the limited ingress/egress routes for hours. Our major network intersections already have been rated **F, or failing**, by national transportation engineering standards during critical morning and evening commuting times.

The current transportation network needs to be properly addressed now!

Support the Annapolis Neck Peninsula Federation, our unified residents' association, as they lead efforts to ensure a coordinated City and County plan for reasonable growth that will not require us to sacrifice our way of life in the Annapolis Neck Peninsula. **Recommendations should include:**

- **Upgrade or restore all currently failing Forest Drive intersections.**
- **Establish a joint task force** with residents / community associations / schools / governmental agencies to ensure coordination between the County and City on resolution of transit network failures.
- **Develop a joint County/City action plan** with realistic and coordinated goals, including state and federal funding necessary to fix the problems and prepare for future urbanized development.
- **Obtain a signed agreement from County and City officials not to approve any additional developments along the Forest Drive corridor without updated traffic impact studies that have public hearings and without joint approval by the County and the City.**